THE FARMERS' WAR.

ITS PHASES IN ILLINOIS REVIEWED THE ANTI-MONOPOLY CRUSADE INSPIRED CHIEFLY BY LOCAL AND PERSONAL GRIEVANCES - WATER ROUTES TO THE EAST DESIRABLE-A CONCILIA-TORY SPIRIT WANTING IN BOTH PARTIES-REGU-LATIONS OF STATE AND INTER-STATE COMMERCE

-THE QUESTION OF CONGRESSIONAL CONTROL. FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE. SPRINGFIELD, Ill., Aug. 15 .- The anti-monopoly crusade in this State has thus far been principally inspired by local and personal grievances, and I find very few even of those who have been most active laborers for the proposed reforms who seem to comprehend fully the magnitude of the questions that must necessarily arise from the present discussion-questions that will tax the wisdom of our ablest statesmen and most learned political economists. Before leaving Illinois I desire to enumerate very briefly a few of the difficulties that will have to be surmounted before we can hope for any permanent or satisfactory adjustment of the conflicting claims of the railroads and of the people, and before the golden mean of equal justice to capital and producer is dis-

It is not within my province to discuss the policy, now quite popular in the West, of creating a Goverament competition with the present private railroad lines either by the construction of a doubletrack freight road from the Mississippi River to the Atlantic Ocean, or by means of canals and slack water navigation. In practice, I doubt if any one line of this kind could afford very general relief. The most experienced railroad managers of the West, who are not interested in through transportation, express the opinion that from competing points freights to the great Eastern cities are now about as low as they can be made and yield any profit to capital invested in railroads honestly built and managed. A competing Government road, they say, would either be obliged to charge about as high rates as the through lines now charge, or it would have to be supported by taxation. The section of country it would relieve would, also, be comparactively small. East and West roads now extending across this State greatly relieve the farmers at the points where they intersect the Chicago roads, but their influence extends only a few miles either way from the junctions. So, too, a Government road would, no doubt, cause a reduction of rates on other roads at points where it came into direct competition with existing lines, but at a few miles on either side of those points it would make very little difference.

WATER ROUTES TO THE EAST LIEELY TO GIVE RELIEF. The opening of one or more water routes to the East would be much more likely to give the farmers relief. The lakes and the Erie Canal modify very greatly the through rates East on the railroads during the Summer, and the Illinois River, with the canal connecting it with Chicago, makes corn from five to eight cents higher at the towns along its banks than at those a few miles away. The price of corn at non-competing points on the railroads in the interior of this State has been this Spring about 20 cents a bushel. At Alton, on the Mississippi River, it has been 20. It seems to me that the great natural highway to foreign markets for a large quantity of the surplus products of this great valley is by the way of the Mississippi River. The freight on flour from St. Louis to New-York is, to-day, \$1 20 a barrel, and on grain 60 cents per 100 pounds. Flour is taken to New-Orleans by barges for 50 cents a barrel, and grain at 25 cents per 100 pounds. This gives New-Orleans an advantage of 70 cents a barrel on flour and 25 cents per 100 pounds on grain. With an increase of elevator facilities at New-Orleans, the crea tion of competition by the establishment of new barge lines (I believe there is only one at present and the opening of the mouth of the river, grain could be shipped to Liverpool by that route enough cheaper than by the present routes to give the farm ers a fair profit where they now have none. I have not examined other proposed water routes, but I think that no one who has given this subject careful study can doubt that either by private or public enterprise a large portion of the surplus crops of the West is destined to find its way to market by water.

BOTH PARTIES TOO DEFIANT. Meantime the great majority of the producers must depend upon the railroads, and, in the present contest. I believe that one of the first things that must be learned by each party is that they must be reasonable in their demands one upon the other. More than one prominent farmer in this State has remarked to me that the railroad managers had it in their power, last Winter, to allay all this excite ment. If, instead of manifesting the arrogant, defiant spirit in which they met the farmers, they had said: "Come, let us reason together; our these roads, and you have as much right to demand fair treatment as we have to expect a reasonable return for our invested capital: this Pro Rata law is impracticable, but let us understand each other and adjust these questions by mutual concessions," any attempt to organize the farmers against the railroads would have utterly failed. The railroads can never successfully defend discriminations in favor of one community and against another, except on the ground that such discriminations are reasonable, while they are allowed by the terms of their charters to demand compensation for transportation and fix their own rates, in the words of Gov. Palmer's inaugural address in 1869, "it is probable that the principle from which this incidental power of railroad corporations to demand compensation for transportation results, annexes to the power, as an essential condition to its exercise that the rates shall be reasonable, when tested by rules that are applicable to natural persons engaged in similar employments," So, too, any law that seeks to fix maximum rates for the railroads must be reasonable in its provisions, and the Commission which interprets it must be reasonable in its re quirements. It was on this rock that the Pro Rata law of 1871 split. I don't know that the rates prepared under it by the Railroad Commissioners were not fair enough (the railroads never tested them). but it forbade, as Judge Lawrence ably demonstrated in his opinion, reasonable discriminations. Just where the line of reason runs will be a most delicate question for the Legislature or Railroad Commission to decide.

REGULATIONS OF STATE AND INTER-STATE COM-

MERCE. The power of the Legislature to control the railroads of this State by reasonable regulations has been affirmed by the courts, but its limits have not yet been fixed. It is assumed in the present law that this power includes the right to determine what are reasonable rates. The Railroad Commis sioners are now engaged in constructing schedules for each road in the State, and will probably complete them in a few days, although they do not go into force until the 15th of next January. Those echedules will be looked for with great interest. The members of the Commission informme that they expect to make them low enough to satisfy the farmers, and yet to be able to defend them as being remunerative to the railroads.

Assuming that there is no question in regard to

the power of the State Legislature to regulate rates within its borders, a much more difficult question arises in regard to freights passing through the State, or between points within the State and points in other States. The Railroad Commissioners in an official circular have decided that, under the law, "the charges for any distance within this State must not be the same or greater than the charges for a greater distance," even though a portion of that greater distance be beyond the State lines. In other words, "The charges from a point within the State to g point east of the State must not be the same ag or less than the charges from the same point of de parture over the same road to the east line of the State." I doubt if this is a fair construction of the law. If it is, the law undertakes to say that merchandise shall not be transported between points in this State and points in other States at less than certain fixed rates, which is certainly as much an

a law of the latter description to be unconstitutional. In the case of the "Philadelphia and Reading Railroad agt. the State of Pennsylvania" the Court lays

"Merchandise is the subject of commerce. Transporta-tion is essential to connecte; and every burden laid upon it is pro fanto a restriction. Whatever, therefore, may be the true doctrine respecting the exclusiveness of the power vested in Congress to regulate commerce among the States, we regard it as established that no State can impose a tax upon freight transported from State to State, or upon the transporter because of such transportation."

CONGRESSIONAL CONTROL PROBABLY ACCEPTABLE

TO THE RAILROADS. And this brings me to another of the knotty questions which the present agitation in the West will soon force upon the country-I mean the proposition to delegate to Congress the exclusive power to regulate the railreads. I have already heard many arguments advanced in faver of this new step toward partment has recently had with some railroad companies in regard to the transportation postal cars; the refusal of some of railroads may sometime combine and refuse to carry the mails at all, except at greatly increased rates; the limited control which any State can hope to exercise over any railroad extending into any other State-these and many other circumstances have caused many to inquire whether it would not be better to give Congress complete control of the subject of transportation. Opposed is the feeling of alarm with which many of our best statesmen look upon the centralizing tendencies of the Government: the fear that greater temptations to corruption would be put in the way of men who have already proved themselves weak; and the apprehension that with the power of redress removed so much further from the people, their rights would be still more overlocked than now. I have no doubt that the railroad companies of this State would be glad to have all control over them transferred to Congress. Representatives from all parts of the country are not so easily moved by local oppressions nor so easily reached by the people as a Legislature of a single State is, while a single body sitting at Washington can be more easily controlled by the power of combined capital than the Leislatures of thirty-seven BOTH SIDES MISREPRESENTED IN THE EAST.

I need not dwell here on the systematic misrepresentation by which, I believe, both parties to the present contest in this State, and particularly the railroad managers, have endeavored to gain the sympathy of Western people. The Railroad Commisioners have not decided, as seems to have been reperted in New-York, that railroads doing business partly within and partly without the State, must charge the same rate along the whole of their line, and the refusal of the New-York freight agents to give through rates to interior points in this State is either the result of a misunderstanding of the facts or an agreement with the managers of the Illinois roads to enable the latter to make the law more odious. The supposition found by a Western man recently to prevail among Boston capitalists that railroad property in Illinois is in danger of destruction by the farmers, is, of course, wholly without foundation. I have heard of but one proposition to tear up tracks or burn depots, and that was contained in a resolution introduced in the last Convention the farmers held in this city, and which was promptly voted down. The attempt that I hear has been made in New-York to depreciate the value has been made in New-1078 to depreciate the value of the stock and securities of one of the most pros-perous reads in this State, on the ground that its dividends will be greatly reduced, and that the laws of this State will eventually ruin railroad property here, is only a "bear" operation, by which the "ring" hope to secure additional stock of the road at less

THE KU-KLUX OUTRAGES IN KENTUCKY. The special correspondent of The Louisville fourier-Journal has another letter from Franklin County, Ky., giving an additional list of outrages and murders by the Ku-Klux during the last three years. He says men occupying high and responsible positions in society encourage lawlessness by their silence and failure to exercise their moral and physical influence to unish the midnight marauders. "A certain distinguished judicial officer" of the State, "a gentleman carned in the law," the correspondent writes, " has publicly pronounced innocent a certain person now under bond to appear at the next term of the Circuit Court to be tried for murder." The writer withholds the names because he does not wish to forestall justice, but he adds that the Judge who has thus soiled the adicial ermine must himself preside at the trial of the man whom he has pronounced innocent. Col. Lewis E. Harvie, a member of the Legislature, who has carned nks of all good citizens for his exposures of th the thanks of an good chizens for his exposures of these outrages, and his endeavors to bring the guilty ones to justice, said to the correspondent: "But for these outlaws I would not now owe a dollar in the world. My mill has not turned a wheel for three years, and my lands are rainously reduced in value." His employes are warned to return to the north side of the Oho, but no violence was ever committed upon them. Mr. J. R. no violence was ever committed upon them. Mr. J. R. Johnson, late of Monterev, Owen County, and owner of a saw-milt there, has been obliged to sell his property because of the outrages in the county, and will leave for some section where his and property are safer. The letter closes as follows: "It needs no special ken to prophesy that in a few weeks at most, the Kn Kiux reign will be ended, for every one who approaches Gov. Le-sile with a view to seek rediess for past grievances, returns inspirited and reassured."

COMET III.-1873.

The following letter from G. W. Hough, onecrning the comet discovered by Borell, at Marseilles. France, on the 21st of August (7 hours 27 minutes, right ascension; 38 degrees, 45 minutes, south declination, with a rapid motion), appears in The Albany Argus of Thursday :

This comet, discovered in Europe on the 21st of Au-This comet, discovered in Europe on the 21st of August, is now in the constellation Ursa Major, and crosses the meridian at its lower combination, about 10 'elock in the evening, at an attitude of seven decrees. As seen through our large telescope, on the 1st inst., it appeared as a globular nebular, very brilliant at the center, exhibiting at the same time a tait about two decrees in length. Until the elements of its orbit are knewn, however, although favorably situated for observation, it is impossible to say whether it will become a conspicuous object or not; but the rapid increase of brilliancy during the past few days leads us to suppose that it will soon be visible to the naked eye. Its position last night, determined with the Olcott Meridian Circle, was as follows:

WEAR TIME. Right bereater. Ascension. Declination.

55m. 35s. 65 Sh. 44m. 48s. 68 544. 31m. 8-94s. north.

right ascension is horeasing nine minutes, and celination is diminishing 52 minutes daily.

A PUBLIC CONVENIENCE NOT YET APPRE-

CIATED.

We call attention to the peculiar advantages We call attention to the peculiar advantages of the registered-letter system; and we note the singular fact that a large majority of people have not the stightest practical knowledge of its existence. In the first place, it is in operation in every post-office, and it is not, like the money-order system, confined to those which do a considerable amount of mail business. So far as the sender is concerned, the cost is trivial (15 cents), and there is not the double operation of sending to the post-office or a money-order and then inclosing it in a letter. On the contrary, he can inclose his money in his letter as he writes it, affix six stamps instead of one, and sending it to the post-office by any messenger one, and sending it to the post-office by any messenger receive back the postmaster's receipt. On the part of ne receiver there is also the same advantage of ngle operation, for he finds the money in the letter single operation, for he finds the money in the letter when he opens it, and is not obliged to present his money-order at the post-office for payment. But there is also this peculiar advantage, although the registered letter be sent from New-York to the remotest prairie post-office in Texas, there comes back to the sender, in course of time, the receipt of the party to whom it is addressed, and this the post-office brings to him without an additional charge. Thus it saves the receipt the trouble and cost of acknowledging its receipt, and assures the sender that his remittance was actually delivered. So far as safety is involved, the system is subject to the usual casualities, such as fire and shipwreck, but apart from those may be said to be nearly perfect. Every mail agent, from the first postmaster to the last, receipts for the package when he receives it, so that if a loss occurred under the present revised system, except such as would come under the head of actual casualities.

BAILROAD TAXATION IN NEW-JERSEY.

It is now stated that the act of the last It is now stated that the act of the last Legislature imposing a bounty and municipal fax of one per centum apon resirvad property is so defective as to be practically importative, and no tax will be collected. Even admitting the right of the Legislature to levy the tax, the question arises whether the State can interfere in the assessment of taxes wholly and properly under the control of the county and township authorities, and impose a local tax different from that paid by other property. The general railroad in w passed hast Winter satisfies the claim that railroad property should bear its fair proportion of the expenses of the county and township, or ward, in which it is situated, and provides that each company organized in accordance with its provisions company organized in accordance with its provision shall, in addition to the State tax of one-half of I per attempt to regulate commerce between this and other States as a law that should impose a tax on the same time and in the same manner as other property is now assessed for county and number as other property is now assessed for county and number as other property is now assessed for county and number as other property. The "State Commissioner of Edirect Taxation," the new official created by the Supreme Court of the United States has declared a superior of property taxable under it.

NORTHERN CALIFORNIA.

VIL-AMONG THE REDWOODS. THE SAW-MILL COUNTRY-CHARACTERISTICS OF THE REDWOOD-HOW TO FELL THE TREE-A LOGGING

CAMP AND ITS ORGANIZATION-ONE-RALF OF THE FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE

LITTLE LAKE, Mendocino Co., Cal., Aug. 8. Some years ago, before there was a wagon road be tween Cloverdale and Mendocino City, or Big River, as it is more commonly called up here on the northern coast, the mail was carried on horse-or more usually on mule-back; and the mail rider was caught, on one stormy and dark night, upon the road, and found himself unable to go further. In this dilemma he took refuge, with his mule and the United States mails, in a hollow redwood, and man and mule lay down comfortacentralization. The trouble that the Post-Office Department has recently had with some railroad as I saw when the stage-driver pointed out the tree to me and kindly stopped until I examined it. At a road side inn I found they had roofed over a holof postal cars; the refusal of some of the railroad companies to take those cars at the rates fixed by Congress; the apprehension that the rates fixed by Congress; the refusal of some of the refusal of some of the refusal of some of the rate of the refusal of some of the rate of the r which ties enough were split to lay a mile of railroad track. All these were large trees, of course; but there is no reason to believe that they were the biggest of their kind; and when you have traveled for two or three days through the redwood forests of the northern coast of California you will scarcely be surprised at any story of big trees.

The redwood seems to be found only near the coast of California; it needs the damp air which comes from the sea and which blows against the mountain slopes, which the tree loves. The coast, from 50 miles north o San Francisco to the northern border of Humboldt County, is a dense redwood forest; it is a mountainons and broken country, and the mountains are cut at frequent intervals by streams, some but a few miles in length, others penetrating into the interior by narrow canons 40 or 50 miles, and dividing in their upper waters into several branches. The man who admired the wisdom of Providence in causing great rivers to flow past large cities would be struck with admiration at the convenient outflow of these streams; for upon them depends the accessibility of the redwood forests to the loggers and sawmill men whe are busily turning these forests into lumber. At the mouth of every stream is placed a sawmill; and up these little rivers, many of which would hardly aspire to the dignity of creeks in Missouri or Mississippi, logers are busy chopping down huge trees, sawing them into lengths, and floating them down to the mills.

QUALITIES OF THE REDWOOD. The redwood has the color of cedar, but not its fra-grance; it is a soft wood, unfit for shipbuilding, but easily worked and extraordinarily durable. It is often used in this country for water-pipes, and makes the best fence-posts, for it never rots below ground, and it is excellent material for houses. When varnished, it keeps a fine red color, but without this protection it slowly turns black by exposure to the air. It is a most useful and important lumber, and forms a not unimportant part of the natural wealth of California.

The saw-mills are mostly on so large a scale that about every one grows up a village or town, which usually contains several saloons or grog-shops, one or two billiard-rooms, a rude tavern or two, a doctor or two several stores, and in some cases a church. There are besides, the houses of those mill-men who have families, shanties for the bachelors, and usually one or two houses of greater pretensions, inhabited by the owners or local superintendeuts. Not easily accessible, these little saw-mill ports are rarely visited by strangers, and the ac-commodations are somewhat rade, but the people are kindly, and the country is wonderfully picturesque, and well repays a visit. The absolute coast is almost barren, by reason of the harsh, strong winds which prevail during the greater part of the year. The redwood forests begin a mile or two back from the sea. The climate of this part of the coast is remarkably equal, cool, but not cold, all the year round; they have fires in the evening in July, and don't shut their doors, except in a storm, in December. They wear the same clothing all the year round, and seldem have frost. But when you get out of the reach of the sea, only a mile back, you find hot weather at this time of the year; and in Win ter they have snow, quite deep sometimes, in the red-

DANGEROUS AND UNPROTECTED HARBORS.

Where the little saw-milt rivers enter the sea there is isually a sort of roadstead-a curve of the shore, not enough to make a harbor, but sufficient to give anchorage and a lee from the prevailing north-west wind, which makes it possible by different devices to load vessels. There are rivers in Humboldt County where nature has not provided even this slight convenience, and there-it being impossible to ship the lumber-no saw-mills have been established. Vessels are frequently lost, in spite of all precautions; for when the wind changes to south-west the whole Pacific Ocean rolls into these roadsteads, and when a gale is seen approaching, the crews anchor their ships as well as they can and then go ashore. It has happened in Mendocino Harbor that a schooner has been capsized at her anchorage by a monstrous sea; and Capt. Lansing told me that in the last 20 years he had seen over a hundred persons

drowned in that port alone, in spite of all precautions. manner. It is rock-bound, and the rock seems to be of varying hardness, so that the ocean, trying every square inch every minute of the day for thousands of years, has eaten out the softer parts, and worked out the strangest caverns and passages. You scarcely see a headland or projecting point through which the sea has not forced a passage-whose top exceeds a little the mark of high tide; and there are caves innumerable, some with extensive ramifications. I was shown one such cave, at Mendocino, into which a schooner, drifting from her anchors, was sucked during a heavy sea. Her masts snapped off like matches, and she was jammed into the cavern. Of her crew, who could not leave her so quickly was she carried in, five clung by the stern, and were saved by ropes lowered down from the rock above : two were crushed in the cavern nd the next morning the vessel was so completely broken to pieces that not a piece the size of a man's arm was ever found of her hull. MANNER OF LOADING THE LUMBER.

I suppose all saw-mills are pretty much alike; tho on this coast not only saw lumber of different shapes and sizes, but they have also planing and finishing apparatus attached; and in some, the waste lumber is worked up with a good deal of care and ingenuity. But in many of the mills there is great waste. It is probably a peculiarity of the saw mills on this coast, that they must provide a saw to separate into two pieces the larger logs before they are small enough for a circular saw to man age. Indeed, occasionally the luge logs are split with wedges, or blown apart with gunpowder in the logging camps, because they are too vast to be floated down to the mill in one piece. The expedients for loading vessels are often novel and ingenious. For instance, at Mendocino the lumber is loaded on cars at the mill, and drawn by steam up a sharp incline, and by horses off to a point which snelters and affords anchorage for schooners. This point is perhaps 100 feet above the water-line, and long timber stages are projected from the top, and suspended by heavy derricks. The car runs to the edge of the cliff; the schooper anchors under the shipping stage 100 feet below, and the lumber is slid down to her, a man standing at the lower end to check its too rapid descent, with a kind of break. When a larger vessel is to be loaded, they slide the lum ber into a lighter; and the ship is loaded from her. The redwood is shipped not only to California places, but also to China and South America; and while I was at Mendocino, a bark lay there loading for the Navigator

A LOGGING CAMP.

The real curiosity of the region is a logging camp. The Redwood country is astonishingly broken; the mountain sides are often almost precipitous; and on these steep sides the redwood grows tall and straight, and big beyond the belief of an Eastern man. The trees do not occupy the whole ground, but share it with laurels, dog wood, a worthless kind of oak, occasionally pine, and smaller wood. It is a kind of jungle; and the loggers, when they have felled a number of trees, set fire to the brush in order to clear the ground before they attempt

to draw the logs to the water. A logging camp is an assemblage of rude redwood shantles, gathered about one larger shanty which is the ook-house and dining-ball, and where usually two or three Chinamen are at work over the stove, and setting the table. The loggers live well; they have excellent bread, meat, beans, butter, dried apples, cakes, pies, and pickles—in short I have dined in worse places. A camp is divided into "crews"-a crew is composed of from 20 to 26 men, who keep one team of eight or ten oxen busy hauling the logs to water. A "crew" consists of teamsters, chappers, chain-tenders, jackscrew men (for these logs are too heavy to be moved without such machinery); swampers, who build the roads over which the logs are hauled, sawyers, and barkers. A teamster. was told, receives \$70 per mouth, a chopper \$50, chain enders and jackscrewmen the same, awampers, \$45, sawyers, \$40, and barkers, who are usually Indians the chances to spend money in a logging camp are not !

good, many of the men lay up money, and by and by go to farming or go home. They work twelve hours a day.

HOW THEY CHOP DOWN A REDWOOD.

To chop down a redwood tree, the chopper does not stand on the ground, but upon stages, sometimes twelve feet above the ground. Like the sequois, the redwood has a great bulk near the ground, but contracts somewhat a few feet above. The chopper wants only the fair round of the tree, and his stage is compose stout staves, shed with a pointed iron at one end, which s driven into the tree. The outer ends are securely supported; and on these staves he lays two parrow, tough oards, on which he stands, and which spring at every blow of his ax. It will give you an idea of the bulk of these trees, when I tell you that in chopping down the larger ones two men stand on the stage and chop simultaneously at the same cut, facing each other. They cut off the bark, which is from four to ten, and often fitteen inches thick. This done, they begin what is called the undercut," the cut on that side toward which the tree s meant to fall; and when they have made a little progress, they, by an ingenious and simple contrivance, fix the proper direction of the cut, so as to make the tree fall accurately where they want it. This is necessary, on account of the great length and weight of the trees, and the roughness of the ground, by reason of which a tree carelessly felied may in its fall break and eplit into pieces, so as to make it entirely worthiess. This happens not unfrequently, spite of every care. So skillful are they in giving to the tree its proper direction, that they are able to set a post or stake in the ground a handred feet or more from the root of the tree, and drive it down by felling the tree on top of it. "Can you really drive a stake with a tree!" I asked, and was answered, 'Of course, we do it every day." 'the "undercut" goes in about two-thirds the diameter. When it is finished the stage is shifted to the opposite side, and then it is a remarkable sight to see the tall, straight mass begin to tremble as the ax goes in. It usually gives a heavy crack about 15 minutes before it means to fall. The chopper thereupon gives a warning shout, so that all may stand clear-not of the tree, for he knows where that will go, and in a cleared space men will stand within ten feet of where the top of the tree is to strike, and watch its fall; his warning is against the branches of other trees, which are sometimes torn off and flung to a distance by the falling giant, and which occasionally dash out men's brains. At last the tree visibly totters, and slowly goes over; and as it goes, the chopper gets off his stage, and runs a few feet to one side. Then you hear and see one of the grandest and most majestic incidents of forest life. There is a sharp crack, a crash, and then a long, prolonged, thunderous crash, which, when you hear it rom a little distance, is startlingly like an actual and severe thunder peal. To see a tree, six feet in diameter, and 175 feet high, thus go down, is a very great sight not soon forgotten.

MORE THAN HALF THE WOOD WASTED. The choppers expressed themselves as disappointed that they could not just then show me the fall of a tree 10 or 12 feet in diameter, and over 200 feet high. In one logging camp I visited there remained a stump, 14 feet high. At this hight the tree was 14 feet in diameter, perfectly round and sound, and it was sawn into 17 logs each 12 feet long. The upper length was six feet in di-ameter. Probably the tree was 300 feet long, for the top for a long distance is wasted.

So many of the trees and so many parts of trees are plintered or broken in the fall, that the master of a loging camp told me he thought they wasted at least as much as they saved; and as the mills also waste a good deal, it is probable that for every foot of this lamber that goes to market two feet are lost. A five foot tree occupies a chopper from two and a half to three and a half hours; when the tree is down the sawyers come, Each has a long saw; he removes the bark at each cut with an ax, and then saws it into lengths. It is odd enough to go past a tree and see a saw moving back and forward across its diameter without seeing the man who moves it, for the tree hides him completely from you, if you are on the side opposite him. Then come the barkers, with long iron bars; then the jackscrew men, two of whom move a log about easily and rapidly which a hundred men could hardly budge. They head it in the proper direction for the teamsters and chain men, and these then drag it down to the water over roads which are watered to make the logs slide easily, and then either at high tide or during the Winter freshets the log are run down to the mill.

CEREMONIES SUGGESTED FOR THE CENTEN-NIAL

To the Editor of The Tribune. SIR: On the 4th of July, 1776, was promulgated the Declaration of American Independence, and through it the philosophy of free government, the inherent and inalienable rights of man. On the 4th of July, 1876, it devolves upon this generation to render a verdict to the civilized world of the test of those great principles for the first one hundred years of our existence, embracing and extending beyond three genera tions of a progressive, intelligent, practical, and dis-criminating people. What shall that verdict be f and how shall it be rendered? Would it not be proper for the Congress of the United States, at the proper time, to adjourn to meet at Independence Hall in the City of Philadelphia on the 4th of July, 1876, and as the representatives of the American people, and there, in that hallowed spot, pass a joint resolution expressive of the hallowed spot, pass a joint resolution expressive of the grateful remembrance of the patriotism and sacrifices of the fathers of the Republic, and acknowledging the blessings which have been secured to this people through their wisdom and indomitable courage? Could not the Supreme Court of the United States adjourn to meet at the same time and place, and order a like expression to be entered upon and made a part of the record of that court? Ought not the Legislatures of all the States, at the session prior to July 4, 1876, adjourn to meet at the birth-place of the nation, and there, in like manner, take similar action. All of which at a subsequent session could be ratified and countried?

And how gracefully insight the programme of the day be closed by the City of Philadelphia prosecting, in fee, to the people of the United States, Independence Hall and the square upon which it is situated, to be formally dedicated to Constitutional Liberty and Independence forever. It was in that Hall that States were created, and that the Convention to adopt a Constitution met, presided over by George Washington, that men were constituted citizens of the United States, a title that commands the respect of the whole world. Such a programme, if carried out, might not only place the people of this country in harmonious accord but lead to an acquaintance and friendship that will secure a permanent and lasting peace. An exhibition of the productions and resources of a country consecrated to liberty in contrast with the resources of other and older countries, is a most commendable part of this commemorative celebration.

I am satisfied that the suggestion will meet the approval of the Legislatures of all the States, and as the people will desire to select their ablest and best men to represent them on that important and interesting occasion, it will not be out of place thus early to call the subject to their attention.

Yellykerox.

Philadelphia, Pern., Aug. 30, 1873.

DISCOURTESY OR WORSE AT A THEATER. To the Editor of The Tribune. SIR: May I call your attention to a little matter which seems to me to warrant attention. Last night, in company with a lady, I went to Daly's Broadway Theater. I went early, reaching the theater at 7:35, and paid \$2 for two admission tickets; but, on going up stairs into the gallery, three ushers informed me that as every seat was engaged I could only have standng room. I remonstrated with them, not wishing to pay \$2 extra, but with no result, except that I received permission to take a rear seat, on sufferance, until is vas called for. I felt indignant at this, especially as was called for. I felt indignant at this, especially as my companion was timid; but I was still more incensed at seeing an eiderly couple treated even more harshly—the lady, who was fully 70, having to stand in a pussage a long time, while her escort obtained the needed checks for reserved seats. When the performance began, and even at its close, fully one-half of the seats in the gallery were vacant, which showed that the whole thing was a mere pretense, and that there was ample room for everybody.

was a mere pretense, and that there was ample room for everybody.

I ask if a theater manager has a right to sell tickets to the public (without the privilege of seats), excepting when such reservation is fully understood by the purchaser! On special occasions, when there is a great crowd, one does not expect anything better; but even then it is usual to post a notice at the box office—"standing room only." The course followed in the present case seems to me to be a mere deceit. I should add that a similar practice was kept up for some time at the old Pitth Avenue Theater, by which I was also a sufferer. A little public attention drawn to the fact would do no harm. Yours truly,

New-York, Aug. 27, 1873.

A NEW TREE-PLANTING LAW REQUIRED. To the Editor of The Tribune.

Sie: In a few months Congress will sit again, and among numerous other questions the early solution of which the people of the West will await with interest is the famous "Tree Law," which, in its present construction," is a sorry bungle, and of no practical use whatever. And thereby hangs a query. United States Land Commissioner the authority so to construe a given law as absolutely to pervert its meanconstrue a given law as absolutely to pervert its meaning, and thus render it inoperative? Or, in that case, of what use are such expensive inxuries, as legislators at all? The primary object of this law should be trees, not who shall own a given tract or tracts, nor how, nor how soon. The law we need and must have, is one which will positively set apart a goodly portion of the domain for forest culture; and, if forests are the end in view, my place any obstacle in the way? The requisite points for a successfui Tree Act are, in my opinion, as follows: I. \$10 entry fees (in full). If. Two years to plant. Iff. Three years additional to cultivate. IV. No finitation as to size of tract, if the proportion of frees is kept up. V. None as to sumber of claims on a section. VI. Homesteads and pre-supplions, changes bic into tree claims.

Dayid Club Neb. August 25, 1813. David City. Neb. August 25, 18:3.

IN RE BENJAMIN. THE LOGIC OF THE CRIMINAL COURT. To the Editor of The Tribune. SIR: Has Benjamin, the Illustrious, been so long in the habit of making the worse appear the better reason, while defending very slippery criminals, that he forgets that a different manner of address may be required to serve him when he pleads at the bar of the average common-sense and intellect of Massachusetts? "I could forgive him," said one of the clear-headed, solid men of Boston, yesterday, "for his recklessness, and a good many of his other sins, far more easily than for the insult he puts upon the people by his audacious sophistry, which is fit only to be addressed to a packed jury, in a lower criminal court." He votes himself a farm, does this righteous lawgiver, out of the funds intrusted to him; and then appeals to his constituents for justification because certain clerks and other officers of government who are notoriously ill-paid had consented to receive adequate compensation from those who had a right to give it to them. It is simply the very perceptible difference between the case of a trustee helping himself to an extravagant slice out of the funds placed in his keeping, and the same trustee paying to the clerks, and others whom he employs, fair wages for their services. Such want of logic may pass on the stump, drowned in the cheap cheers a clap-trap orator knows so well how to call out-but it will not permanently mystify or satisfy the sober, thinking people of Massa-

Butler's military tactics were of the same flashy character. He believed in ambuscades and surprises -be had a touching faith in powder boats. If military surprises serve, why not civil? So, the day after the call for the State Convention is published, his friends spring upon the Republican party their ward caucuses, in the cities where rum and rowdyism give them a fictitious strength. They had said, in advance, that they should sweep Boston clean, and now they claim their partial success as a great and glorious victory, and use it to influence and affright timid people sitting on the fence elsewhere. But Benjamin and his friends are alike leaving out of their count the quiet force of the quiet voters of Massachusetts, who alliread and think.

In short, B. B. is playing a big game of Brag, which might succeed on a Mississippi steamboat, or with the bloody Sixth of New-York; but for which Massachusetts is not the place, or the present the occasion.

Our lawyer-soldier thinks any argument, however flimsy, any statement, however loose, even though sure to be contradicted within the next 24 hours, good enough for a sop to the people of Massachuetts. Just here lies the grand mistake of his career. No man ever succeeds with an audience for whom he himself has a contempt. Gen. Butler underestimates the intelligence and self-respect of the people of Massachusetts; and we think he makes a imilar mistake as regards the whole country, of which it is evidently his modest ambition to become the Chief Magistrate. "But who else is there for President?" asked a newspaper correspondent yesterday, with praiseworthy solicitude. Who, indeed ? Can it be that we have only to choose between a third term of Ulysses or a first term of Benjamin? A LOOKER-ON IN BOSTON.

Boston, Sept. 3, 1873. GEN, BUTLER IN NEW-YORK. To the Editor of The Tribune.

SIR: In Gen. Butler's very interesting and graphic recital of his own exploits, lately given at Worcester, there are some trifling maccuracies which, in the interests of historical truth, should be corrected. Speaking of his adventures in this city, he refers to the burning of orphan asylums, murder of negroes, etc., in such a manner as to induce the belief that these incidents occurred shortly before his advent, and that their recurrence was prevented only by the awe which his presence inspired. Now it will be remembered that the facts he refers to took place during the draft riots in July, 1863. Gen. Butler turned up in New-York about the 1st of November, 1864, the peace of the city not having been disturbed in the meantime. Gen. Butler came here, or was sent here, at the time of the Presidential election to assist in keeping the peace; there was no occasion for his rendering any service, and his actions were limited to more or less successful efforts to frighten the Editors of The World and Judge McCunn, and holding a grand reception at the Fifth Avenue Hotel.

There was not in the minds of well-informed persons the slightest apprehension of any disturbance on the day of the election, as it was well understood by all parties that any disturbance would interrupt the voting, and thereby deprive the Democratic party of its large majority. Besides, it was equally well known that the Police Department, then under the direction of Messrs. Acton and Kennedy, had made thorough preparation to quell any disturbance, and that Gen. Dix, then commanding the Department of East had made all necessary and proper arrangements for adding the pelice with the military force if there should be any occasion for it; but Gen. Dix, after his customary fashlon, made these arrangements very quietly, and not a soldier was seen on the streets on the day of election. Gen. Butler's troops were not needed and were not used. They remained on board ship while the General was on exhibition in the city.

He further states that in consequence of his efforts the city was carried for Lincoln. There is a shight mistake here. According to the official cauvass, McClelian received a majority of over 35,000. It is to be hoped that the General is less imaginative in the rest of his narrative.

G.

New-York, Aug. 31, 1873.

EASTERN GRUMBLERS IN THE WEST. REMARKS OF FASTERN PEOPLE ON WESTERN MAN-NERS, CULTURE, AND MORALS-A PROTEST FROM

KANSAS. No the Editor of The Tribune.

SIR: No one likes to hear his mother abused. She may not be young, beautiful, nor in any way gifted, and her son may have lost every other instinct of manliness, yet he will not willingly hear her lightly spoken ich less if she is lovely and he as noble as she is fair. The West is mother of many people, and they do not like to have her abused, yet they frequently see all the rules of hospitality, courtesy, and justice disre garded by those who have sought her acquaintance. When Eastern people come West it is because they expect to be benefited in some way. The two great molives are improvement of health and of pecuniary cir cumstances. Some are disappointed, but the majority are not. Many invalids from the East have prolonged their lives by timely removal to judictously selected nomes in the West, while thousands have so far bettered their circumstances as to have glided almost imperceptibly from comfort into affluence. Yet many of these never cease to complain of their hardships and of the sacrifices they made in abandoning New-England or New-York. Thirty years ago people could have missionary inten-

tions in coming West, but that is not common now. They generally come for money, and if they are surely though slowly accumulating that, let them cease lamenting over some old churn or bed wrench or meal bin that they had "back East." Many liberal minded Western people will admit that a rosewood wardrobe is more elegant than a papered goods box, that an oak or a walnut extension table looks better than a pine board fastened to the wall by hinges, that a wooden rollingpin is more convenient for making pastry than an empty wine bottle, but what of it? The endless recounting of conveniences once possessed becomes in time monotonous to those who hear the same story from hundreds of people. A lady recently spent almost at hundreds of people. A lady recently spent almost an entire evening with one of the most eminent men in Kansas in describing her mother's eight bureaus in New-York. Finally he said. "Madain, my father had never leas than twenty-five bureaus—and coffline, both great and small, for he was an undertaker as well as a cabinet-maker." Perhaps she does not know what a rare chance her silly egotism threw away. In that time she could have learned much of the inner history of the early struggles here, for her anditor was one who understood their causes like a philosopher and took part in them like a mao.

their causes like a philosopher and took pare in them.

The criticisms of Eastern people are not always made with sufficient regard for circumstances. They sometimes complain that there are no bearing orchards on the corn and wheat covered plain which even on recent maps were marked as the "Great American Desert;" maps were marked as the "Great American Desert;" that there are not cheose-factories and darles where only last Yall myrlads of buffale were surging and plunging; that their houses are small and frail when the foundations had not been laid when they took the cars to come and occupy them. The Public Library of Boston is an incalculable blessing to the people of that etty, but it is scarcely reasonable to complain because the libraries of Topeka, Lawrence, and Leavenworth are not equal to it. Many Western-born people know that, next to Religion. Art satisfies the most profound wants of the hear, but they believe that its products are gathered only in a few favored centers in the world, and they can but smile at the sighs over "want of opportunity for art culture in the West." You would suppose that, if they did not themselves own the Vanus. Laocoon, and Apollo, such works at least stood in their

colors too gergeous and too tender for anything but a "amuset bath for all the gods."

The remarks of Rastern people upon our grammar and promunciation are not always acceptable, not because we deny their correctness, but because their provincialisms are equally distasteful to us. Says one, "You say Arkansaw River, but in York State we say Arkansas; says another, "What makes you call the stoop a gallery!" Maby Eastern people are pained by the ignorance which they believe surrounds them. They forget that there is something about the knowledge of some people which provokes an affectation of ignorance. You cannot answer "Yes" when you are asked if you ever heard of Tyndall or Agnasiz. Cowley County, Kansus, is very far from Boston, and it is said that there are few Eastern-born men in the county, yet among the promiums offered at their Pair, hast Fall, were the "Dutch Republic," "In Memorian," "Aurora Leigh," "The Stones of Venice," and similar books. Unon the unplastered wails of many remote "claim houses" you may see pine anelyes supporting such books as "New American Encyclopedia, "Althone's "Biographical Dictionary," and Scott, Macaniay, and Dickons.

The strictures of the newly-arrived upon political cor-

"Biographical Dictionary," and Scott, Macaulay, and Dickons.

The strictures of the newly-arrived upon political corruption in Kanasa are not received with much gratitude, when it is remembered that of the two men who have unquestionably done most to poisso the springs of public virtue here, one was a Massachusetts man, without a single Western characteristic, and the other was certainly a preacher in Boston just before he came here, though possibly he is not a native of that city. Those who were at home represented by Ames or Cameron need not say much about Pomeroy or Caidwell, nor can they convince us that the Kansas Legislature is the most corrupt body in the world until we have forgotten a few of the Tammany particulars. of the Tammany particulars.
Wichila, Kas., Aug. 26, 1373.

> THE BACK PAY DISCUSSION. A POINT WORTH CONSIDERING.

To the Editor of The Tribune. SIR: Supposing one of our scrupulousminded Congressmen, after returning his back pay to Uncle Sam's strong box, should die; and supposing his ess scrupulous heirs and assigns should choose to prosecute Uncle Sam and get the money back! In view of the question raised by Gen. Spinner, would it not be well to fix this little matter, and set aside the possibility of all future claims ?

New- Fork, Aug. 27, 1873. "HARPING UPON THE BACK PAY BUSINESS."

To the Editor of The Tribune. SIR: I hope from my heart you will "keeg sarping upon the back pay business" until it no longer seems necessary." It will of course be disagreeable to ome, as the frequent mention of griminal or immoral onduct naturally would be to those who have been in the habit of indulging in what they term "little irregularities!" The "back pay grabbers" and all who sympathize with them should be handled without gloves nd I know of no one who can do it better or more grace fully than you. What you have said regarding this matter I have read with a keener relish than anything ! have seen in any previous issue of your paper, and I have read it daily for about 27 years, with the exception of a few months during the Presidential canvass.

It may be a little satisfaction to know that I place as nigh an estimate on The Tribune now as I ever did. "Tis not so much for a lack of ideas as a want of power to express them that I do not treat the subject more New-York, Aug. 30, 1873.

MARK THE BACK-PAY CONGR SSMEN. To the Editor of The Tribune.

SIR: THE TRIBUNE is meeting with the approval of all good citizens in the course it is taking to expose the various schemes of fraud and corruption which prevail throughout the land. I am certain that all those who desire an honest administration of the affairs of Government will commend your efforts to make appear in its true light the dishonesty and rescality of those Congressmen who voted for "back pay." The ringleader and members of Congress who by their votes ustained that intquitious scheme of plundering the Treasury ought to have a mark put upon them, and never again be allowed to hold office. But is it not extrardinary and surprising that any of the people of the good old State of Massachusetts should think of placing such a demagogue as Butler in office? Still stranger that he should expect to receive the nomination for Governor of a State which has in the past conferred that oner upon so many pure, worthy, and patriotic men. I trust you will persevere until you cause dishonest office olders of all classes to be held strictly to an account for their evil doings, and expose them to the neglect and contempt they so justly deserve.

New-Haven, Conn., Aug. 25, 1873. POLITICAL OBSCURITY THE PATE OF SALARY-GRAB-BERS.

To the Editor of The Tribune. SIR: In December, 1839, I made the ac-

quaintance of Horace Greeley, returning with him from Harrisburg to New-York after the nomination of Gon. Harrison and John Tyler. Then in his 29th year, he impressed me with his intelligence and his knowledge of men by his comments upon Mr. Clay, Mr. Webster, and others. Later interviews led me to regard him as among the purest and ablest men of our country. Four teen months later, when at Albany, I remarked to Tau-low Weed that we wanted an able Whig paper in York, less expensive than The Courier and Enquirer, and better adapted to mold the Whiz sentiment of the country. He replied, "In the Spring you will have just the paper you need, conducted by one of the ablest editors in this country." In July, 1811, I became a suberiber to THE DAILY TRIBUNE, which has proved a library for myself and family. I rejoice that its character is to be maintained.

Clay, Webster, Calhoun, Cass, Seward, Douglas, and failed; while Gen. Harrison, Polk, Gen. Taylor, Pierce, Buchanan, and Gen. Grant, second and third-rate men, have occupied the White House. Is it not a amentable commentary upon our institutions that statesmen of talent and culture must defer to interior men ! And if snything was needed to consummate the degradation of our politics, the late Congress, following the lead of B. F. Butter, accomplished that object. I well remember when Congress advanced has pay from \$s per day to \$1.500 the session, \$0 dos the doubte term for which they are chosen. So sensitive at that time were the people in relation to the public funds that the affirmative vote upon that question consigned to obscurity some of the ablest men in the nation; in New-York, such men as Henry R. Storrs of Oneida, John Suydam of Ulster, James Tallmadge of Dutchess, and others consider distinguished. No one of them ever recovered dam of Usier, James Taimange of Dancaese, and oracle equally distinguished. No one of them ever recovered his positical influence; and so will it be with the Saella-bargers and Carpenters all over the country who voted for the late Salary bill. Retirement is stamped upon their forcheads. The advance to \$7.500 to our representatives at Washington was an enormous stride—\$15,050 for nine

at Washington was an enormous stride—\$15,000 for nine at Washington was an enormous stride—\$15,000 for nine months' service.

Two-thruts of both Housescould not earn half the money in any other position. A further advance in salaries when the country owes more than \$2,000,000,000, was an outrage worthy only of a reckless Congress. Had Gen. Grant been endowed with a good share of sagnolity, he would have foreseen a deciding revenue for two or three years at least, and knowing the depression that pervades the whole country, he should have promptly returned the bili. Failing to do so, and signing the bili, he became a party to the most infamous learnation ever enacted at Washington. Does any one believe that Mr. Greeley, in the same position, would have singed the bill have made even hen butter wines.

Early in Desember an effort will be made to repeat the law. The vote upon that question will seal the political fate of both houses of Congress; Gen. Batter and the Senator from Wisconsin, to the contrary netwithstanding. By the vote on the repeal, we shall learn who of our Representatives are satisfied with \$1,100 per month of acan't service, which the former law gave them; and who claim \$1,500 per month of service under the present law. The back pay was pal into the init by the Committee as a oribe to force the measure through

them; and who chird \$1,550 per month of service finder the present law. The back pay was pai into toe init by the Committee as a oribe to force the measure through Congress. Not less obnoxious to republican role was the advance in other salaries. The Committee seems to have lorgotten that a few years since, when the expense of fiving was greater than now, these salaries were advanced to a point never contemplated by the people. The whole thing was uscalled for.

Stainford, Conn., Aug. 30, 1873.

A PEOPLE'S MUNICIPAL TICKET. to the Editor of The Tribune.

SIR: The leaders of the various political factions in the city are quietly collecting their forces, and are laying their plans to make the election in the Pak turn out to their advantage. There is reason to fear that a common interest will unite many of them in a comidnation, which, if successful, will robus of the few benefits so far attained in the Reform movement, and hand the ity over once more to the mercy of unscrupulous politicians. Now what are our reformers going to do about it! If there is one lesson which the events of the past few years should have impressed upon us, it is that in choosing nen to fill the municipal offices party lines should be entirely disregarded. We shall have Tweeds and Ringe just so long as honest, respectable citizens blindly follow he lead of a Tammany Hall, an Apollo Hall, or a Custom house. It seems to me that if there is really a desire on the part of the community to secure an honest municipat government it is not too much to expect that a Feople's ticket will be made up for the coming election, by a convention or a committee composed of citizens of all political creeds, divided upon national issues, but united in the determination to preserve the honor and credit of the city. I ask The Thinting, which is daily making converts from unreasoning partisanship to a more intelligent and a purer conception of politics, to let its voice be heard on this subject of municipal reform. It must be evident to any save a very superficial or prejudiced observer that there is a vast deal to be done before the cluzens of New-York can rost assured that the crew of corrupt politicians so lately their masters may not again regain their odious supremacy. Whatever promise we have of reform has only been obtained by a union of honest men without distinction of party. That reform can only be made permanent by the same united effort; and at the November election it is the manifest only of every decent man in the community to cast aside every perfy consideration of faction, and to pay no heed to the historials decingues who prade amout perry hoyalty.

See York Acc. 22 1821 house. It seems to me that if there is really a desire on